

# 934 PERISHED ON BIG OCEAN LINER; 433 ARE SAVED

Empress of Ireland Sunk in Col-  
lision in the St. Lawrence  
River.

ONLY 20 WOMEN ARE SAVED

Craft Goes Through Center of Vessel  
and Rips It Open From Midships  
to Stern—Men, Women and  
Children Struggle for Life  
While Waiting to Be  
Rescued.

Quebec, May 30.—A train with 396  
survivors of the lost Canadian Pacific  
steamship Empress of Ireland arrived  
here from Rimouski shortly before  
eight o'clock last Thursday night.  
Thirty-seven wounded were left at  
Rimouski.

These are all that live of the 1,376  
who sailed from here Thursday after-  
noon bound for Liverpool on the queen  
vessel of a famous fleet. The ship  
sailed out of a sunlit harbor into the  
fog off Father Point, where the rip-  
pling prow of the collier Storstad  
struck the death blow in the dark.  
The lost number 934.

237 of Crew Are Saved.  
Of the living 237 are members of  
the crew.

Of the living only 20 are women;  
two are children.  
Thus the story of the most terrible  
disaster in the history of Canadian  
navigation is written more grimly,  
more vividly in hard figures than it  
could ever be in words.

How the hundreds of strong men  
of the crew were saved while the hun-  
dreds of weak women and children  
perished only the imagination can  
fathom now.

Not even the survivors can fully  
picture the 19-minute death throes of  
the riven ship—the passengers wak-  
ened in the dead of night either to be  
crushed by the invading prow of the  
Storstad, drowned in the rush of wa-  
ters or to drag themselves to the lat-  
ting deck, where panic reigned, where  
shrieks of terror and of pain made an  
inferno under the shrouding mist. The  
battle that surged about the life-  
boats that had not been shattered in  
the crash, the cruel triumph of the  
strong over the weak—the hard fig-  
ures tell it. They alone can.

One of the matters on which the  
rescued agree is that Captain Ander-  
son of the Storstad backed his vessel  
out of the hole she had dug into the  
Empress' side, nursing her own bent  
prow despite the shouted pleas of  
Captain Kendall that he hold fast to  
the wreck.

## Water Rushes In.

As the collier backed away the wa-  
ter rush listed the Empress so that  
all her lifeboats on the portside were  
useless.

The Storstad, moreover, having no  
mortal damage and lying in a river  
that was ruffled only by the strewn  
forms of the drowning, the wounded  
and the dead, picked up but a few of  
those who were taken to the hospital  
at Rimouski.

It was the government mail steam-  
er Evelyn and the pilot boat Eureka,  
which had to run all the way from Fa-  
ther Point, that did the big work of  
rescue.

A strict investigation is to be im-  
mediately begun.

"There was no time."  
That is the phrase used by every  
survivor in trying to tell something of  
what happened. "There was no time to  
rouse the people; no time to cry:  
"Women and children first!"

Nineteen minutes was the time be-  
tween the crash and the sinking. In  
that time there were lifeboats to  
launch, a panic to contend with. In  
that time the wireless must flash its  
calls for help.

The "S. O. S." picked up by many  
ships near and far brought response  
too late to save even a third of the hu-  
man cargo.

Captain Kendall, one of the most  
able and trusted skippers of the line  
—a man who had captured Doctor  
Crippen, the murderer, and had served  
for many years without a mishap at  
sea—stood on the bridge during those  
19 minutes.

Gathered place from survivors  
the horrors of this wreck grows with  
the telling.

The doomed ones had little time  
even to pray. They were engulfed by  
the onrushing waters that swallowed  
the big ship.

The wireless operators on the Em-  
press, sticking to their posts to the  
last, had time only to send a few "S.  
O. S." calls for help when the rising  
waters silenced their instruments

That silence told the rescuers miles  
away more potently than a bugle that  
died had overtaken the ship.

Only six hours before this fateful  
collision the passengers sang as a  
good-night hymn "God Be With You  
Till We Meet Again," played by the  
Salvation Army band on board.

## Last Call for Aid.

That last "S. O. S." wireless cry for  
aid from the crippled and sinking  
liner was a trumpet call to those  
ashore. It was heard by J. McWill-  
iams, the wireless operator at Father  
Point, who repeated it along the coast  
to point after point after he had tried  
in vain to get another message from  
the Empress.

When he failed he knew that the  
wireless was wrecked and the ship  
probably sinking.

He repeated his fears to other wire-  
less stations and urged the need of  
haste to save the passengers and crew  
of the vessel.

On board the steamers Lady Evelyn  
and Eureka that cry for aid was heard,  
and getting the position of the Em-  
press of Ireland from Operator Will-  
iams, they put on extra stokers, called  
their full crews to quarters and began  
a race to save life.

That this race ended just too late  
to save the majority of those on the  
hapless liner is no fault of the offi-  
cers and crews of these two rescuing  
vessels.

Relief vessels and trains equipped  
with doctors and nurses and every  
medical and surgical supply were  
rushed to Rimouski to care for the sur-  
vivors.

## Survivors Tell of Fog.

It was foggy, according to survivors,  
when the Empress of Ireland, a steel-  
hulled, steel-bulkheaded ship of more  
than eight thousand tons left Quebec  
at 4:30 Thursday afternoon in com-  
mand of H. G. Kendall of the Royal  
Naval Reserve, one of the most skilled  
of transatlantic navigators.

Forest fires also obscured the at-  
mosphere and the big ship, in charge  
of a pilot, proceeded slowly on her  
way to sea. At midnight the pilot left  
near Father Point, shouting a merry  
"bon voyage" as he went down a lad-  
der to his waiting boat.

The darkness at this time was in-  
tense and the ship under the slowest  
speed possible with steerageway held  
her course. Her decks were deserted.  
The passengers had all sought their  
berths with no thought of impending  
death.

Out of the darkness, on the port  
side, soon after 2:30 in the morning,  
there loomed the little Norwegian col-  
lier, not half the size of the Empress,  
but fated to be her destroyer.

Not until the collier was almost  
aboard of the big liner was the danger  
known on either ship. The fog had  
blotted out the "steaming" lights as  
well as the port and starboard lights  
of both ships.

Quick orders trumpeted on both  
vessels were heard. But they came  
all too late.

The steel-pointed prow of the Stor-  
stad struck the liner amidships and  
then forged aft, ripping and tearing  
its way through the Empress of Ire-  
land.

Clear to the stern of the Empress of  
Ireland was this great steel shoving  
cut from her side, from the top of the  
hull to far below the water line. Into  
that rent the water poured with the  
force of a Niagara.

The bow of the Storstad smashed  
its way through berths on that side  
of the ship, killing passengers sleep-  
ing in their berths and grinding bodies  
to pieces.

Reaching the stern of the big liner,  
the Storstad staggered off in the dark-  
ness, her bow crumpled by the impact.  
Her commander was ready a few min-  
utes later, when he found his ship  
would float, to aid the crippled and  
sinking Empress, but he was too late  
to save the majority of those on  
board.

The Empress of Ireland recoiled al-  
most on her starboard beam end from  
the blow of the collier and passengers  
were flung from their berths against  
the walls of their staterooms.

Many were stunned and before they  
had time to recover were carried to  
the bottom with the ship.

The vast torrents pouring into the  
great gash on the port side, aft, filled  
the corridors and flooded every state-  
room about the midship section inside  
of four minutes.

There was never a chance for the  
helpless ones in the after cabins and  
staterooms of the liner. With her  
port side laid open for half its length  
from the midship section to the stern,  
a sieve had more chance to float than  
the Empress of Ireland, and the  
trapped passengers in that section  
were doomed from the moment the  
Storstad struck.

Reeling from the blow the ship be-  
gan to settle almost immediately as  
the water rushed into the big rent.

From the forward cabins, however,  
men and women in night attire stum-  
bled along the corridors and up the  
companionway to the promenade deck  
—the deck below the one on which  
the boats rested.

## Swarm to Deck.

Up they swarmed on deck in their  
night clothing, to find the ship heeling

away to port and the deck slanting at  
a degree that made it almost impos-  
sible to stand even clinging to rail-  
ings.

Men and women, shrieking, praying,  
crying for aid that was fated to arrive  
too late, fell over one another in that  
last struggle for life on board the  
doomed Empress of Ireland.

Frenzied mothers leaped overboard  
with their babies in their arms. Oth-  
ers knelt on deck and tried to pray in  
the few moments left to them. Some  
were flung overboard by the heeling  
of the sinking ship and some broke  
their legs or arms in trying to reach  
the lifeboats.

Above the din of the struggle on  
the great promenade deck could be  
heard Captain Kendall shouting com-  
mands for the launching of the life-  
boats. Several were launched in the  
19 minutes that the ship floated.

There was no time to observe the  
rule "Women first" in this disaster,  
for those nearest the boats scrambled  
to places in them.

But even as they were being  
launched, while the wireless still was  
calling "S. O. S." there came a terrific  
explosion that almost rent the ship in  
two.

It was the explosion of the boilers  
struck by the cold water. A geyser  
of water shot upward from the mid-  
ship section, mingled with fragments  
of wreckage, that showered down upon  
the passengers still clinging to the  
rails forward and upon those strug-  
gling in the water.

The explosion destroyed the last  
hope of the ship's floating until suc-  
cor could arrive, for the shock had  
smashed the forward steel bulkhead  
walls that had up to then shut out tor-  
rents invading the after part.

The water rushed forward and the Em-  
press of Ireland went swiftly to her  
doom, carrying down with her hun-  
dreds of passengers who stood on her  
slanting decks, their arms stretched  
upward and their cries choked in the  
engulfing waters.

## Blames the Collier.

Doctor Johnston, chief medical offi-  
cer on the Empress, said that had  
not the Storstad backed out so soon  
from the Empress, a large number of  
the passengers might have been  
saved. He said that when the collier  
pulled itself free the sea surged into  
the hole it had torn in the side of  
the Empress and the liner quickly  
sank.

Chief Operator Hayes of the Em-  
press told of the sinking of the ves-  
sel.

"As soon as I felt the shock of the  
collision," he said, "I was ordered to  
sound the danger signal, and the flash  
of my S. O. S. was immediately  
picked up by the operator at Father  
Point and answered. But I could not  
talk with him for five minutes after  
the impact my dynamo failed me and  
17 minutes after the collision our boat  
sank."

The noise of the water rushing into  
his cabin awoke W. Davis of Toronto  
and his wife. They fled upon deck,  
but in the rush of passengers became  
separated. Mr. Davis was saved. It  
is feared his wife sank with the boat.

A full equipment of ambulances sup-  
plied by the city of Quebec, the town  
of Levis, on the opposite side of the  
river, and the army medical service  
corps was awaiting at Levis when the  
special survivors' train arrived. The  
passengers were immediately disem-  
barked, and transferred to the ferry  
steamer, which had been waiting at  
the special wharf to facilitate the  
transfer to the Quebec.

## Many Survivors Injured.

It was a pitiful sight when the ferry  
steamer Polar docked on the Quebec  
side at 8:30 o'clock and the 236 men  
and women saved from the ill-fated  
Empress of Ireland trooped faintly  
down the gangway. The faces of all  
plainly registered the frightful experi-  
ence they had gone through.

Few of the survivors possessed a  
complete outfit of clothes, the ma-  
jority wearing only shirts, trousers  
and boots.

Heads were bared in the throng as  
the injured were brought ashore, sup-  
ported by friends and officials of the  
company.

The second and third class passen-  
gers and the crew were immediately  
made comfortable on the Allan liner  
Alsatin, which was lying in an ad-  
joining berth at the breakwater.

The first class and injured passen-  
gers were transferred in automobiles  
and other vehicles to the Chateau Fron-  
tenac. A staff of doctors and nurses  
took charge of the injured.

Among the 50 passengers left in  
Rimouski were several who were so ill  
or so severely injured that they had  
to be taken to a hospital.

## Well Known in London.

London, May 29.—Among the pas-  
sengers on the Empress of Ireland, A.  
R. Anderson was chairman of the Brit-  
ish Electrical Manufacturers' associa-  
tion and managing director of Fer-  
rant, Limited, of London. He was a  
resident of Marrow. A. J. Burrows, a  
Canadian well known in the lace  
trade, was a traveler for T. I. Birkin  
& Co. of Nottingham.

Now been shifted. About three hun-  
dred and thirty-seven were saved in  
all.  
J. M'WILLIAMS, Operator.

## Swims to Safety and Dies.

Quebec, May 29.—To pluckily leap  
from the deck of the sinking liner Em-  
press of Ireland and swim around for  
nearly an hour in the St. Lawrence  
only to fall dead from exhaustion on  
the deck of the pilot boat Eureka,  
which rescued her, was the fate of an  
unidentified woman. She had on little  
clothing and has not been identified.

# CARRANZA BEGINS WORK ON CABINET

ASSUMES PRESIDENCY OF MEX-  
ICO IN ORDER TO FORESTALL  
PEACE MEDIATORS.

CAPITAL TO BE AT SALTILLO

Gen. Gonzales, With Army of 5,000,  
Will Guard New Seat of Govern-  
ment, and Will Move to Mex-  
ico City When Captured.

Torreon, Mexico.—To forestall ac-  
tion by the peace mediators at Nia-  
gara Falls in selecting a provisional  
government for Mexico, Gen. Venus-  
tiano Carranza virtually assumed the  
position of provisional president and  
began the work of selecting his cabi-  
net. Advances to this effect were re-  
ceived here from Durango, and also  
that Carranza was to leave Durango  
for Saltillo to formally establish a pro-  
visional government.

The new capital will have the pro-  
tection of nearly 5,000 troops of the  
army of Gen. Pablo Gonzales, who has  
transferred his army from Monterey  
to Saltillo.

This action by the rebels, it is claimed,  
put them in line to be intrusted by  
the mediators with the task of  
governing Mexico after the Huerta  
government has been removed and  
until a new government can be chosen  
by elective method.

Carranza already has selected a por-  
tion of his cabinet and has decided  
upon Roberto V. Pesqueira, formerly  
rebel diplomatic agent at Washing-  
ton, to be governor of the federal dis-  
trict, in which is the City of Mexico.  
Rafael Buharan Capmany, who now is  
representing Carranza in Washington,  
is to be a cabinet minister and later  
will be main ambassador to the United  
States.

Luis Cabrera is to be minister of  
foreign relations, and has been asked  
by Carranza to proceed to Saltillo at  
once. He now is in Washington. Gen.  
Felipe Angeles is to be retained in  
the new cabinet, probably as minister  
of war, and Fernando Iglesias Cal-  
deron, who now is at the head of the  
Liberal party in Mexico, is to be given  
a cabinet portfolio in order to obtain  
the support of the Liberals for the  
new government. Upon his arrival in  
Saltillo, Gen. Carranza, it is an-  
nounced, will perfect his plans for es-  
tablishing a provisional government.

## Kansas Wheat Crop Winner!

Kansas City, Mo.—The Kansas  
wheat crop promises to be 179,000,000  
bushels, according to estimates com-  
piled by Allen Logan of the board of  
trade. Mr. Logan has obtained as-  
sessor's reports from nearly all coun-  
ties, which show that more than 9,000,  
000 acres were sown to wheat last  
fall and 8,750,000 acres remain stand-  
ing for harvest.

## Arrested at Husband's Grave.

Wichita, Kan.—Mrs. Grace E. Pat-  
ton was arrested here on a charge of  
murdering her husband in this city,  
Dec. 10, 1912. Mrs. Patton was taken  
in custody soon after she arrived from  
Wellington, her present home, to place  
flowers on her husband's grave on  
Decoration day.

## Five Trainmen Are Killed.

Connellsville, Pa.—Five trainmen  
were killed and two persons fatally  
injured when a passenger locomotive  
on the Connellsville division of the  
Baltimore & Ohio railroad was de-  
railed at Cook's Mills, east of here.

## Educator, 71, Dies of Cancer.

Gettysburg, Pa.—Dr. Harvey W. Mc-  
Knight, 71, former president of Gettys-  
burg college, is dead after a year's  
illness. He was also a former pres-  
ident of the general synod of the Luth-  
eran church.

## Illinois Woman, 102, Dies.

Arcola, Ill.—Mrs. Sarah Pate, aged  
102, the oldest inhabitant of this sec-  
tion of Illinois, died suddenly. She  
had lived with her foster son, Matt  
Barricklow of Arcola for more than  
50 years.

## Women Lose Hats in Train Draft.

Chicago.—Suction caused by el-  
evated trains passing the canyon be-  
tween two skyscrapers at Clinton  
street has deprived women passengers  
of \$200 worth of millinery in five days.

## Judge George Gray Resigns.

Wilmington, Del.—Judge George  
Gray of the United States court for  
the Third judicial circuit announced  
that he had forwarded his resignation  
to take effect June 15, to Washington.

New York.—Baby Lucile Spofford,  
worth a million, and three months old,  
must have \$2,000 a month for her  
keep, her father explained to Surro-  
gate Fowler.

## Five Fall Into Coal Mine.

Tamaqua, Pa.—Six miners were  
killed and two injured at the Mary  
Colliery when a cage turned over after  
it had gone 40 feet past the landing  
where the men were supposed to dis-  
embark. The dead were foreigners.

## Brothers Killed by Wire.

Chicago, Ill.—Hugh and August C.  
Becker, brothers, were electrocuted as  
they stepped from a florist's, where  
they had purchased flowers for the  
funeral of their younger brother, Au-  
drew, who was killed in an accident.

# MEDIATION HAS WON SAYS SEC. BRYAN

POSITIVE THAT RECOURSE TO  
ARMS WILL NOW NOT BE  
NECESSARY.

SHARES HOPE WITH CABINET

Withholds Information as to Position  
of Rebels on Various Questions—  
Expression Looked for From  
Mediators Themselves.

Niagara Falls, Ontario.—Juan  
Urquijo of the constitutionalist junta  
in Washington has arrived here. On  
reaching the Clifton hotel he sent his  
card up to Ambassador Da Gama, but  
was not received immediately.

Washington, D. C.—The positive  
statement that mediation cannot now  
fail to settle the entire Mexican trou-  
ble was made by Secretary Bryan to  
the cabinet. He outlined the exact  
present status of the negotiations.  
For the first time he went on record  
as positively insisting all danger of a  
recourse to arms was past.

The state department is withhold-  
ing information regarding the position  
taken by the constitutionalists on me-  
diation. It is likely, however, an an-  
nouncement will be made on this  
point from the mediators themselves  
in the near future.

The Carranzalists have admitted  
they would not oppose the name of  
certain individuals to conduct a tem-  
porary government at Mexico City.  
Therefore, officials here are anxiously  
awaiting an expected announcement  
from the Mexican capital of the nam-  
ing by Huerta of a minister of foreign  
affairs.

If a strong individual of neutral be-  
liefs is named, it will be accepted im-  
mediately as forecasting the elimina-  
tion of Huerta, as under the Mexican  
constitution no provisional president  
can succeed legally unless he has ac-  
ted as a cabinet official.

## Quake in New South Wales.

Sydney, New South Wales.—Severe  
earthquake shocks have been re-  
corded by instruments at the govern-  
ment observatory at Riverview. The waves  
lasted three hours. The indications  
were that the upheaval was in the  
neighborhood of the Friendly Islands,  
in the Southern Pacific.

## Becker Doomed to Chair.

New York.—Charles Becker was  
sentenced to die in the electric chair  
at Sing Sing prison during the week  
beginning July 6 for the murder of  
Herman Rosenthal. Becker appeared  
calm. He turned to friends in the  
courtroom and smiled.

## Strange Cause for Divorce.

Chicago.—Alleging that her husband  
became a "woman hater," because the  
"little white lies and deceptions of wom-  
en who used the telephones in his  
drug store and were overheard by  
him," Mrs. Anna M. Hubbard filed suit  
for divorce.

## Becomes Citizen After 40 Years.

Norway, Kan.—C. J. Ingebreten, a  
wealthy farmer, who has lived in the  
United States for over 40 years, has  
just been granted full citizenship pa-  
pers by Judge Hogan of the Twelfth  
Kansas district court.

## "Langley's Folly" Can Fly.

Bath, N. Y.—The original aeroplane  
of Dr. Langley, who proclaimed to the  
world that he had solved the problem  
of a heavier-than-air machine, was op-  
erated in a successful flight by Glenn  
H. Curtiss.

## Life Term for Slayer of Three.

Memphis, Tenn.—Ed Baxter, who  
since his arrest several months ago  
apparently has been insane, was con-  
victed of killing the father, mother  
and brother of his wife, and sentenced  
to life imprisonment.

## Will Build New Church.

Trezevant, Tenn.—A Baptist congre-  
gation of this city will erect a church  
building this summer, according to a  
recent decision by the church mem-  
bers. A building committee has been  
appointed.

## Jane Addams on Jury.

Chicago.—Miss Jane Addams and  
five other women composed a jury  
which passed on the cases of 26 al-  
leged insane women in the court for  
the insane at the detention hospital.

## Headed in the Right Direction.

The young man caught smoking a  
cigarette in a powder mill said he  
was looking for a place where he  
could rest without being annoyed. If  
they left him alone a few minutes  
longer he'd have found what he was  
looking for.

## In Both Senses.

First Shopper—"So your husband  
refused to wear that lovely blue and  
mauve waistcoat you bought for him  
last week?" Second Shopper—"Yes;  
he declared it went against his stom-  
ach."

## Time's Changes.

"Before we were married you said  
you'd lay down your life for me," she  
sobbed. "I know it," he returned sol-  
emnly; "but this confounded flat is  
so tiny there's no place to lay any-  
thing down."

# MRS. LYON'S ACHES AND PAINS

Have All Gone Since Taking  
Lydia E. Pinkham's Veg-  
etable Compound.

Terre Hill, Pa.—"Kindly permit me  
to give you my testimonial in favor of  
Lydia E. Pinkham's Vegetable Com-  
pound. When I first  
began taking it I  
was suffering from  
female troubles for  
some time and had  
almost all kinds of  
aches—pains in low-  
er part of back and  
in sides, and press-  
ing down pains. I  
could not sleep and  
since I have taken  
Lydia E. Pinkham's Vegetable Com-  
pound the aches and pains are all gone  
and I feel like a new woman. I cannot  
praise your medicine too highly."—Mrs.  
Augustus Lyon, Terre Hill, Pa.



It is true that nature and a woman's  
work has produced the greatest remedy  
for woman's ills that the world has  
ever known. From the roots and  
herbs of the field, Lydia E. Pinkham  
forty years ago, gave to womanhood  
a remedy for their peculiar ills which  
has proved more efficacious than any  
other combination of drugs ever com-  
pounded, and today Lydia E. Pinkham  
Vegetable Compound is recognized  
from coast to coast as the standard  
remedy for woman's ills.

In the Pinkham Laboratory at Lynn,  
Mass., are files containing hundreds of  
thousands of letters from women seek-  
ing health—many of them openly state  
over their own signatures that they have  
regained their health by taking Lydia  
E. Pinkham's Vegetable Compound;  
and in some cases that it has saved them  
from surgical operations.

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## Wheel Talk.

Wayside Walter and Tired Tommie  
met for the first time in several  
months.

"Beep across the country," Wayside  
Walter explained.  
"Traveling incog?" asked Tommie.  
"Nope," replied Walter, "in the